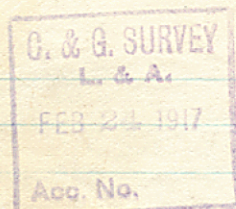




3924

Diag. Cht. No. 5101-2



Form 504  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: *Cal.*  
11-5613

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *3924*

LOCALITY:

*San Diego*  
*Bay*

191 7

CHIEF OF PARTY:

*E. B. Latham*

3924



Hyd. 3924.

Descriptive Report  
San Diego Bay California for  
Hydrographic Sheet of southern part of Bay and General Statement

Hydrographic sheet of the southern part of San Diego Bay California, Scale 1 to 10 000, Instructions of August 22 and 23 1916. No unusual conditions or features encountered.

The main channel in the southern part of the Bay leads from the Narrows First street San Diego extended to the head of the Bay. Well defined and lighted and buoyed to above the wharf of the Hercules Powder Company. There is a channel from the main channel to Glorietta Bay, not strongly defined and marked in part by private aids. For depths in channels see completed hydrographic sheet.

Sounding lines as far as was practical, and as directed, were run normal to the direction of the channel. A small area, at the southeastern part of the Bay, owing to numerous obstructions and shoal water, was not sounded. There is no passing over this area and it lies inside the two foot depth and largely inside the low water line. The entire southern end of the Bay, from a point one mile south of the wharf of The Hercules Powder Company, is impracticable of safe navigation until the obstructions consisting of logs, sections of rail road irons and ties still spiked together, sections of barbed wire, snags etc, are removed. The channel dredged to a depth of six feet has shoaled to a depth of approximately 4 feet (see completed sheet for better depth).

The hydrographic sheet, within itself, is a complete resurvey of the area shown.

General Statement, resurvey of San Diego Bay California.

The resurvey is directed by the instructions of the Superintendent dated August 22 and 23rd 1916.

Triangulation.

Triangulation in the southern part of the Bay made as Special Survey, on the request of the Bureau of Light Houses, for the position of objects from which to determine the positions of aids to navigation, in this part of the Bay.

Fortunately, all objects visible, that would be of use to the Bureau of Light Houses and for general use were determined and no additional points were required, for the control of the topography or hydrography. It was learned, from the inspector of the Lighthouse district that one of the beacons had been moved, and as the lanterns had not been installed when the first determination was made, The opportunity to redetermine the beacons was taken, while the Chief of Party was engaged on his semiannual report. The positions plotted on the sheet are the positions of 1916, except the position San Diego Bay Range Lights Front, which is the position as of Jan 3rd 1917. Triangulation for the northern part of the Bay was observed in October 1916, and the other than permanent aids are as of Date October 1st 1916.

### Topography

The topographic data submitted for the resurvey of the Bay, consists of two topographic sheets, and revision and additions to the topography at the southern end of the Bay, plotted on a copy of Coast Survey chart 5106. The topography shown on the chart is controlled by triangulation, sextant angles and the end of topographic sheet of the southern end of the Bay, and is largely compiled from the records of the County Surveyor of San Diego County.

There is submitted Maps of the Cities of San Diego, Coronado, National City and Chula Vista, a blue print of a section of the map of San Diego County and a Map of San Diego Harbor, compiled by the District Officer of the Engineer Corps of the USA. The entire shore line of the Bay was rerun with the planetable or determined by sextant angles. Numerous points on and near the shores of the bay were determined by triangulation or the planetable. The data submitted covers the area proposed to be shown on the new edition of the chart of San Diego Bay, when used with the data now in the office.

San Diego, is the largest city on the Bay, population 92,000, it is well paved and lighted, and an up to date modern city with an abundant water supply. The wharves with the exception of the municipal pier, are not in good condition.

Coronado a city of approximately 5000 population, well paved and lighted. Largely a winter and summer resort. Wharves limited and in poor repair. Connected with San Diego, by frequent ferry service. The rail connection with San Diego was destroyed by the flood of 1916 and at this date has not been restored.

National City population of 5,000 is on the eastern shore of the Bay is well paved and lighted. No commercial wharves. Three lines of railways connect it with San Diego and there is an electric street car line to San Diego and to Chula Vista.

Center of population of Chula Vista, about two miles from the shore of the Bay.

Lines of Commercial communication.

The Santa Fe Railroad system connects San Diego with the railways of the country. San Diego and Arizona R.R. Southern Pacific System, runs toward the east for approximately sixty miles, and the contract for the construction of the connection with the main Southern Pacific railway system has let. San Diego and Southeastern, runs to Foster approximately sixty miles and has a branch in operation to Mexico.

The Pacific Steamship Company and the McCormick Steamship Co., are the lines operating steamers in the coastwise trade.

The American Hawaiian, Panama Pacific and The Luckenbach Steamship Companies, have operated steamers New York to Pacific coast points, but all have temporarily suspended operations but are expected to resume sailings when conditions become more settled. Roads and highways are in the main well paved.

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Statistics Hydrographis Sheet  
San Dirgo Bay California Southern Part

Volume 1			Miles Sounding Line	Soundings	Angles
Day	Date				
A	Dec 21	1916	13.25	700	212
B	" 22		21.00	897	244
C	" 23		<u>13.75</u>	<u>467</u>	<u>110</u>
			48.00	2064	566
Volume 2					
C	Dec 23	1916	5.25	176	48
D	" 27		18.50	1001	226
E	" 28		14.50	758	206
F	Jan 4	1917	<u>3.50</u>	<u>227</u>	<u>50</u>
			41.75	2162	524
Volume 3					
F	Jan 4	1917	14.50	829	184
H	" 11		<u>15.50</u>	<u>1165</u>	<u>234</u>
Volume 4			30.00	1994	418
G	Jan 5th	1917	0.79.0	511	144
J	" 16		4.75	280	84
M	" 22		<u>16.0</u>	<u>911</u>	<u>218</u>
			30.25	1702	446
Volume 5					
I	Jan 15th	1917	5.00	351	110
L	" 18		8.25	577	123
M	" 22		<u>2.5</u>	<u>221</u>	<u>50</u>
Volume 6			15.75	1149	283
H	Jan 17th	1917	5.75	374	76
N	" 23		<u>14.50</u>	<u>915</u>	<u>224</u>
Volume 7			20.25	1287	300
P	Jan 25th	1917	17.5	954	224
Q	" 26		<u>13.25</u>	<u>862</u>	<u>196</u>
			30.75	1816	420
Volume 8					
Q	Jan 27th	1917	2.75	281	68
R	" 26		<u>12.75</u>	<u>750</u>	<u>228</u>
Volume 9			15.50	1031	296
O	Jan 24th	1917	17.50	941	232
S	" 31		<u>0.50</u>	<u>88</u>	<u>42</u>
			18.0	1029	274
Totals for sheet					
			48.00	2064	566
			41.75	2162	524
			30.00	1994	418
			30.25	1702	446
			15.75	1149	283
			20.25	1287	300
			30.75	1816	420
			15.50	1031	296
			<u>18.00</u>	<u>1029</u>	<u>274</u>
			250.25	14234	3527

*E. S.atham*  
Chief of Party Coast & Geodetic Survey.



VEC  
Mar. 19, 1917

P. 3  
672  
100

HYDROGRAPHIC SHEET 3924.

San Diego Bay, Southern Part, California, by Assistant  
E. B. Latham in 1917.

TIDES.

	Broadway Municipal Pier ft.	Naval Reserve Wharf ft.
Mean lower low water, or plane of refernde on staff	6.4	1.2
Mean range of tide	4.2	4.4

Hydrographic Sheet No. 3924.

San Diego Bay.

Obtained by Field Party. Soundings plotted and inked by S. L. R.

Before the soundings were plotted, those positions that appeared at all doubtful were checked and corrected when found in error.

The survey was a good one, the area being well covered, the records carefully kept, and the crossings on the whole, good.

The upper portion of this sheet agrees very well with the old survey which was made in 1878, the only changes of any consequence being a shifting northward for about 25 or 30 meters of the shoal areas and an increase of from 2 to 5 feet in the depth of the channel. The lower portion of this sheet, however, differs so materially from the old survey of 1856, that a comparison of the two sheets is practically useless.

S. L. Rosenberg

Verified by Howard S. Reappley